

DOC# 200710230

GENERAL PLAN

CITY OF CABOT

JULY, 1999

CITY OF CABOT, ARKANSAS

RESOLUTION NO. 17, 1999

A RESOLUTION APPROVING THE COMPREHENSIVE
DEVELOPMENT PLAN FOR THE CITY OF CABOT.

WHEREAS, Cities of the First Class have the power to adopt and enforce plans for the coordinated, adjusted and harmonious development of the municipality and its environs; and,

WHEREAS, the City of Cabot, Arkansas wishes to adopt such a plan; and,

WHEREAS, the City of Cabot Planning Commission has caused to be prepared a General Development Plan for the City of Cabot; and,

WHEREAS, pursuant to Arkansas Code Annotated §14-56-422 the Planning Commission conducted a Public Hearing which was held on July 6, 1999 to receive public comment and input; and,

WHEREAS, following the Public Hearing and after due deliberation and after making certain recommendations, the Planning Commission adopted the Plan and certified it to the City Council with a recommendation for approval;

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
CABOT ARKANSAS THAT:

Section 1. The General Development Plan for the City of Cabot be and hereby is adopted is hereby approved and will be applicable from this day forward.

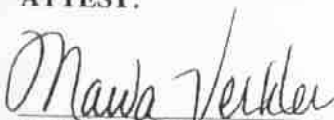
Section 2. This Resolution shall take effect immediately.

PASSED: September 13, 1999.

APPROVED:


MAYOR

ATTEST:


CITY CLERK

CABOT, ARKANSAS

COMPREHENSIVE PLAN NARRATIVE

INTRODUCTION

The City of Cabot initiated the preparation of a new Comprehensive Land Use and Development Plan in June, 1998. Background for the plan consisted of information developed by various sub-committees of the Cabot Planning Commission. After the committees had completed their work, the final products were consolidated into a comprehensive document. Committee members, some aldermen, planning commissioners, city staff and interested citizens worked on the base information to mold it into final form. This document contains the result of that work.

This plan serves as an official public statement by the City of Cabot for facilitating orderly growth and development within its territorial jurisdiction. Sources used to develop the new plan were evaluation of community studies, planning meetings, professional analysis and public interaction. Specific criteria examined includes Cabot's history, topography, utility capacity, transportation systems, financial condition, existing infrastructure and surrounding land use.

All meetings concerning the plan were open to the public. Community issues were thoroughly discussed to identify needs and problems within the community regarding land use. The planning committee established goals for community growth, and steps to be taken to reach those goals.

The aims of the plan are:

- 1) To coordinate the use of privately-owned land and businesses.
- 2) To direct commercial and industrial expansion.
- 3) To locate sites for needed public facilities and community services.
- 4) To allow for efficient circulation of vehicular traffic.
- 5) To provide for appropriate types of land use within the incorporated City Limits of Cabot and its Planning Area Boundary.
- 6) To prioritize community development expenditures.
- 7) To achieve development within a realistic community budget.

The Comprehensive Plan provides a general guideline for orderly growth and development. It is

not meant to direct land use arrangement precisely. It should serve as an instrument to blend public and private interests in a manner that will best suit the entire community. Citizens and business interests may look at the plan as a "constitution" for the City of Cabot. Unlike a national constitution, however, it may change more often to meet new challenges and shifts in growth issues.

Cabot's new plan will be flexible, allowing for necessary modification of land uses. It will plot land usage areas according to long-term community needs, not short-term individual gains. Planning should also be based on sound development principles. The plan seeks to address pertinent community issues as a whole rather than treating isolated problems as they may arise.

This document summarizes the background and major provisions of the plan. A great deal of statistical data were used in forming the plan. The major source of information was Metroplan, the regional council of governments for a three county area. Of particular value was the *North Lonoke County Planning Study* which was undertaken by members of the member cities and counties and compiled by Metroplan. Other sources of information used included the following.

- Arkansas Highway and Transportation Department information
- United States Geological Survey data
- Engineering studies and plans prepared for the water and waste water departments.
- School board resources and data
- United States Census data
- The city's previous comprehensive plan
- Record of the Cabot Public Works Department.

PLANNING BOUNDARY

The Planning Area Map for the City of Cabot is on file with the City Clerk and the Lonoke County Recorder. The Planning Area Boundary depicted on the map includes those lands within the territorial jurisdiction of Cabot for which it will prepare plans, ordinances and regulations. This area extends beyond the city limits to include those areas most likely to become a part of the city within a period of twenty years or so. According to state law, the county recorder shall not accept any plat for record within the city's planning area without approval of the Cabot Planning Commission.

REGIONAL SETTING / BACKGROUND

Cabot lies in Central Arkansas in the northwest part of Lonoke County. Cabot is an Arkansas Community of Excellence (ACE), meaning the city has passed an evaluation of its strategies for growth, the significance of these strategies with regard to community facilities and services and their implementation.

The most recent census shows a population of approximately 12,852, making it a community of the first class. Its present population constitutes about one-quarter of the entire population of Lonoke County. Cabot lies 22 miles northeast of the Arkansas river and the state capitol in Little Rock. The city benefits from proximity to the greater Little Rock metropolitan area and other central Arkansas communities.

The topography of Cabot is somewhat varied. The southern, eastern and central portions of the community are relatively flat with gradual rises in elevation toward the southeast and central portions of town. Elevation in this area reaches approximately 13 feet. This lowland area, located in zones AE and A of the 100 year flood plain, is most conducive to heavy flooding. The northern part of town, east of I-67/167, also has several low lying areas along creeks that may flood during heavy rainfall.

The northwestern area, across Interstate 67/167, consists mostly of rolling hills and valleys. It is also located in zone A, and could be prone to flooding. The existing flood plains are contained; and while severe in some areas, flooding does not affect the major portion of the Planning Area Boundary.

Cabot is directly accessible by State Highways 38, 89, and 367. Interstate 67/167 runs directly through the community, from Little Rock towards the state of Missouri.

Many modes of transportation are available and conveniently located. Airport facilities are located in North Little Rock, 17 miles away, offering charter services to in-state or regional destinations, and at Little Rock National Airport, 22 miles away, offering commercial services directly to other regional facilities. Little Rock's river port is also 22 miles away on the Arkansas River. Officially called the Little Rock Port and Foreign Trade Zone #14, it includes barges, rail facilities, truck terminals, warehouses and material handling equipment. Thirteen ICC common carriers and 14 contract carrier barge lines are available here, as is a slack water harbor. The Arkansas River connects with the Mississippi River at the Arkansas-Mississippi state line, about 150 miles away. From there it is only 300 miles south to the mouth of the Mississippi and New Orleans, one of the busiest seaports in the world.

Three motor freight carriers service the Cabot area, and the Union-Pacific Railroad, which passes through town, provides railway service. Many more of these services are available within 20 miles of Cabot in the twin cities of Little Rock and North Little Rock. In fact, the states' largest trucking line and one of the largest in the mid-south, Arkansas Best Freight (ABF), is located in

HISTORY

The community now known as Cabot originated in the 1700's, when settlers began to enter the area and live among the native Quapaw Indians. They sought the plentiful game and benefitted from the great stands of timber with trees averaging four feet in diameter and 100 feet tall. As a result, the settlement grew more concentrated. In 1873 the Cairo and Fulton Railroad built a water and fuel stop where the town now stands. The Union-Pacific Railroad is now established here.

During this time, the Butterfield Overland Stage Line passed through Cabot between Memphis and Fort Smith. The most notable remainder of this line is Stagecoach Road in Little Rock and western Pulaski County. The Pershing Highway, one of the first to span "coast to coast" across America, would later pass through Cabot where First and Second streets now stand.

In September of 1881, Cabot received its plat and Bill of Assurance from the St. Louis, Iron Mountain and Southern Railroad Company. Cabot was officially incorporated on November 9, 1881, becoming the 139th city in Arkansas. Captain J. G. Adams served as the town's first mayor. Jack See succeeded Captain Adams as Mayor, to be followed by J. C. Birmingham.

For decades most people in Cabot relied heavily on agriculture to earn a living, with cotton as the primary crop. The nearby railroad allowed easy transport of all goods produced to available markets, especially Little Rock. Farmers continually struggled, borrowing against the next season's crop to survive. Local merchants actually extended "goods loans", an alternative to money loans from banks.

In 1935, the cotton crop in Cabot failed, as it did everywhere, because of depleted soil. During previous attempts to remedy poor soil composition, scientists inadvertently stumbled across an important discovery: Bermuda grass thrived in this hilly terrain, despite a lack of nutrients. Eventually this finding not only prevented erosion, but also provided the main element of a successful alternative form of agriculture: dairy farming.

Cabot farmers once relied on Dairy farming for a secondary source of income. It now became the only escape from poverty. Linked by railroad and highway to the large market in nearby Little Rock, dairy production in Cabot rose dramatically by 1940.

The United States entered World War II in 1941. The war effort provided new manufacturing jobs for many people in small communities like Cabot. This was the first opportunity for many people to make a living in some other way besides farming. The war also dealt a final blow to the troubled "row crop" farms. It all but eliminated the work force necessary to sustain them.

The 60's unfolded rapid changes for the community of Cabot. The completion of Interstate 67/167, running from Arkansas to Missouri, probably caused the most change and growth. This route dramatically improved travel to and from Cabot. It made Cabot much more attractive as a quality place to live outside the big city of Little Rock, yet still close enough for easy access to city jobs and conveniences.

Then after years quiet growth, Cabot was suddenly devastated. At 3:18 p.m. on March 29th, 1976, a violent tornado ripped through the town. However, led by Mayor Willie Ray, the citizens banded together in a monumental effort to reclaim the community.

The storm not only altered the appearance of the town, but also painfully affected growth and development. Reconstruction was rapid and without a specific development plan. Some hasty decisions were made in the planning process that may have misguided new construction. At Cabot's present rate of growth, a comprehensive development plan is critical. It could vastly improve the atmosphere and appearance of the town as it heads towards the future.

HOUSING

When people move, housing quality is a deciding factor in relocating to a particular community. In general, rural communities have less quality housing than larger metropolitan areas. However, the overall quality and number of housing units in and around Cabot make it an exception to the rule.

The total number of dwelling units (dwelling units being defined as a household of one or more persons residing in a residential structure) within the Planning Area Boundary of Cabot is approximately 3500. The majority of existing units (72%) are of good quality and are less than 30 years old. Less than 2% are dilapidated or uninhabitable. Over 90% are occupied on a regular basis; 59% are owner occupied while approximately 33% are rented. Of course, there is always room for improvement.

Housing construction in the Cabot area began to grow noticeably in the 1950's, and continued to develop strongly through the 1980's. Then construction tapered for about 18 months and population growth leveled off. Growth, as well as construction, has rebounded in this decade. Overall it has almost doubled. The population within the city was slightly more than 8,000 in 1990. By the year 2000, it should be nearly 15,000.

SOCIOECONOMIC DATA

Cabot's present population is approximately 13,000 within its City Limits, nearly one half of the total population of Lonoke County.

The breakdown by race in 1990 was approximately 92% White, 3% black and 5% Hispanic,

Asian or other.

The number of households in the community has grown steadily over the last 40 years, with the exception of a few years around 1990. However, the increase in households has not kept pace with the rise in population. According to recent and projected figures, the population has almost doubled in the past decade while the number of households has grown by only 20%. The estimated economic breakdown of these households is as follows: approximately 23% earn an annual income below \$15,000, 17.5% earn between \$15,000 and \$25,000, 51% earn between \$25,000 and \$75,000, and 8.5% exceed \$75,000.

Households of family origin comprise roughly 80% of households in Cabot; 19% are non-family and 1% are grouped by type (retirement homes, youth or homeless shelters, etc). Of all households in the community, 66% are headed by a married couple versus 16% by either a single male or female.

Approximately 75% of Cabot residents possess at least a high school diploma. Many also have a partial college education, or an Associate's, Bachelor's or Graduate degree. This level of education means Cabot has a higher-grade work force, making it more desirable for new businesses and corporations to relocate and develop.

Cabot's age distribution reflects it's growth over the past decades. A distribution breakdown mirrors the surges normally experienced by rural communities across America over the last 40 years. The bulges in population growth closely follow the patterns of the nation's general economic development. The predominant age groups shown are 5-17 years (1970-1985) and 25-44 years (1941-1965). It is common for most rural communities to have a noticeable difference in age spread between these middle years. Also, a gender comparison shows the community is 49% male and 51% female.

PUBLIC FACILITIES / SERVICES

Community growth always creates new demands on its services and facilities; especially growth occurring out of dire necessity or desperation. Such was the case in the late 1970's, after the tornado struck the Cabot community. Cabot's current quick pace of growth, together with its earlier redevelopment, makes a plan for the next century critical. Future expansion and demand on services such as education, protection, health, housing, recreation, waste and water must be foreseen and mapped out now.

All of Cabot's facilities are experiencing greater demand than ever before. The city is having difficulty keeping pace with pressure placed on community facilities by the incredible rise in population. The current population is approximately 13,000 residents, with a projected increase of 2,000 by the year 2000. Good planning is essential for future growth and development that will place stress on existing community facilities and services.

SCHOOLS / EDUCATION

Cabot built its first school in 1875 on the corner of Third and Pine Streets. G. W. Newton was the first schoolmaster and remained so until 1905. In 1893, the school moved to the corner of Jackson Street and Highway 89. The new schoolhouse had two stories.

In the 1930's there were only 12 teachers on staff and approximately 103 students. But by 1980 there would be over 200 teachers and nearly 4,000 students. Today, enrollment exceeds 7,000 with nearly 400 teachers on staff. Cabot has 6 elementary schools, 1 junior high school and 1 senior high school. A new middle school is being constructed on Highway 38 in the northeast portion of the planning area. Another facility is planned in the north portion of the planning area. The public school system is one of the proudest aspects of the Cabot community and is fully accredited by the North Central Association of Secondary Schools and Colleges.

Educational opportunities beyond the high school level are also available in the Cabot area, and offer a wide range of degrees. Nearby colleges, universities and vocational schools include

Little Rock

- University of Arkansas at Little Rock
- University of Arkansas Graduate Institute of Technology
- University of Arkansas for Medical Sciences
- University of Arkansas School of Law
- Webster University
- Arkansas Baptist College
- Philander Smith College

North Little Rock

- Shorter College
- Pulaski Technical College

Conway (40 miles away)

- University of Central Arkansas
- Hendrix College
- Central Baptist College

Morrilton (45 miles away)

- Petit Jean College

Beebe (10 miles away)

- Arkansas State University, Beebe Branch

Searcy (27 miles away)

- Harding University

POLICE / FIRE & RESCUE / EMT

Cabot's police, fire protection and emergency medical services are extended slightly beyond the city limits to include the planning area boundary. Twenty-seven police officers patrol the community in thirteen patrol cars. The town's 991 emergency service employs nine radio dispatchers.

The community enjoys excellent fire protection which it extends to manufacturing plants outside the city limits. Fifteen paid fire fighters are assisted by ten volunteer fire fighters. The department has ten fire fighting units. The quality and size of the fire department gives Cabot an insurance rating of Class 3, lowering insurance cost to homeowners and commercial concerns alike.

An emergency medical team (EMT) serves together with the fire department and police in emergency situations. The Rebsamen Regional Medical Center in Jacksonville is only eight miles away, and several physicians/surgeons provide medical treatment at clinics within the community. Cabot also boasts several dentists and a few optometrists, as well.

WATER & ELECTRICITY

Cabot's municipal water supply is provided by 2 local wells, and a 16" water line running from the neighboring community of Jacksonville. In 1997, the town increased storage capacity for drinking water from 950,000 gallons to 3,650,000 gallons. Pumping capacity is 1,500,000 gallons per day with peak consumption being 1,200,000 gallons per day. Surplus capacity for water is 600,000 GPD.

Cabot's electricity providers are Entergy Corporation and First Electric Cooperative in Jacksonville. Natural gas is provided by Arkansas Louisiana Gas Company (ARKLA) and Texas Eastern Transmission.

WASTEWATER TREATMENT

The Wastewater Treatment Plant for the City of Cabot works by "extended air activation". The water travels through 25 pumping stations and 318,500 feet of pipe to finally arrive at the plant. Here the water sits while suspended solids settle from the liquid. The sludge is then siphoned off to be disinfected by passing it through strong ultraviolet light. The process is virtually odor-free because of the water lying above the solid waste. The substance is then dispersed to open lagoons where filtration and the final aerobic treatment occurs before the completely treated liquid is then safely released back into our natural waterways.

The average daily flow of the wastewater treatment system is 1.2 million gallons. The total

capacity of the holding basins is 3.3 million gallons, but at present they only contain 1.67 million gallons. Other than the potential cost of additional pumping facilities and piping channels, the current system is fully capable supporting the needs of the Cabot community in the near future.

SOLID WASTE

Cabot contracts for collection of solid waste with L. & L. Sanitation of Conway, Arkansas. In addition to basic household garbage, biodegradable refuse and recyclable items are also collected. Biodegradable refuse is delivered to Waste Management of Arkansas in Jacksonville.

INDUSTRY

Cabot and it's vicinity are home to a number of major industrial manufacturing plants. Automated industrial controls, satellite antennas, sheet metal, pre-fabricated buildings, general building materials, clothing, sportswear, headgear, bedding, furniture, signs, ammunition, fruits and vegetables, and dairy products are all produced in or around Cabot.

The labor force available in the Cabot area extends to a thirty- mile radius which includes Cleburne, Conway, Faulkner, Lonoke, Prairie, Pulaski, Saline, Van Buren and White counties. The approximate number of potential employees available within the recruiting area is 443,673 people. This vast pool can be a solid foundation to support businesses that may want to establish a foothold in Arkansas or, more specifically, in Lonoke County. The combination of natural and human resources in the area create an inviting environment supporting economic development in many fields. Agriculture, manufacturing, biotechnology, computer technology and other knowledge-based professions, as well as film production, retirement communities and tourism are just a few.

RECREATIONAL OPPORTUNITIES

The City of Cabot maintains one public swimming pool, two public parks, two tennis courts and eight basketball courts. The Cabot Community Recreation Center is fully-staffed, providing a wide range of programs for citizens to enjoy. For those seeking a good round of golf, Greystone Golfing Community and Rolling Hills Country Club offer challenging courses to their members. The Arkansas River, Lake Conway, Lake Des Arc and Camp Robinson Wildlife Demonstration/Management Area are all nearby, and provid excellent hiking, camping and fishing. The Cabot Fine Arts Council works to make selective creative experiences readily available.

POPULATION GROWTH

Cabot is one of the fastest growing communities in the state and is situated in one of the fastest

growing counties in the state. Highway 67/167 was recently upgraded to a four-lane interstate and has been the biggest influence on Cabot's recent growth. It grants quick, easy access to the Little Rock metropolitan area and the surrounding counties. Cabot has benefitted greatly by giving people a large, nearby job market, while still providing a quiet, safe haven to call home.

CAPITAL IMPROVEMENTS PROGRAM

The Capital Improvements Program should contain detailed information, generally within a 5-10 year window, on the current capacity of all community services, facilities and existing infrastructure, as well as future demands projected for these services.

COMMUNITY GOALS / OBJECTIVES

- Economic Development Goals -

- Create quality employment for people of all educational levels
- Create an Economic Development Plan that positively directs future community growth
- Promote interactive harmony between community factions (civic, governmental, business, educational and cultural) to produce a positive and appealing plan for future direction.
- Accommodate the rapid population growth
- Set standards for community growth based on population
- Promote neighborhood commercial services/businesses
- Maintain a unique community image that is recognizable and marketable

- Land Use Development Goals -

- Generate a Land Use Plan consistent with the community's ability to service existing and new development.
- Establish guidelines and criteria for use by the Planning Commission, the Board of Zoning Adjustment and the City Council when petitions for variances and re-zoning are

presented.

- Preserve and enhance existing property values by encouraging compatible development and discouraging development that will decrease property values.
- Maintain a development plan that is consistent with the existing character, features, and traditions of the Cabot community.
- Provide a vehicle for entrepreneurs who propose uses that are compatible with existing infrastructure, without creating an undue disruption to neighboring property owners.

- Housing Goals -

- Improve and expand housing opportunities (affordable/good quality) for all area residents which will serve to attract new people and families to the area, thus promoting population growth
- Regulate new construction occurring within the existing flood plain.
- Replace substandard housing over time with housing that meets appropriate housing and building codes.

- Transportation Goals -

- Improve existing street conditions and circulation system to better serve the community.
- Improve transportation links within surrounding area and beyond.
- Redesign or enhance the circulation system to allow residents to move more easily throughout the community.

Landscape / Recreational Goals -

- Provide a broad and varied program of leisure activities and service related to the needs, interests, and abilities of all the people of Cabot.
- Use land within the city limits that is unsuitable for development but which could be used for recreation and parks.
- Develop a community center with a diversified program for all citizens within the next seven years.

- Expand the existing Parks and Recreation Department.
- Provide programs to stimulate socialization of the individual and family group.
- Provide programs to stimulate more intensive use of existing facilities.
- Encourage the joint use of all community facilities such as parks, libraries, schools, sport fields and any other facilities that are available.

POLICIES

Land Use Policies

1. To promote additional residential growth at current levels.
2. To promote commercial growth to serve the anticipated trade area population
3. To avoid "strip" type commercial development in favor of clustered, planned unit type developments.
4. To protect existing neighborhoods from intrusions of adverse land uses.
5. To promote low density residential development in well planned, attractive communities.
6. To encourage large scale commercial development in specific areas served by major arterial networks.
7. To allow small scale neighborhood commercial areas in specific locations served by collector or higher level streets.
8. Land use allocation goals for the Planning Area:

Commercial	5.0%
Office	1.0%
Multi-Family	4.0%
Industrial	2.0%
Single Family/Und.	88%

Transportation Policies

1. Developers shall be responsible for construction of all new streets of collector level and below.

2. Construction of major and minor arterial streets will be a joint venture between the city, adjoining property owners and developers.

3. New developments will be responsible for improving their half of adjoining streets to city standards as per the master street plan.

4. The city's master transportation plan will be based on a goal of an arterial every one mile and a collector every half mile.

5. The city's comprehensive plan will be coordinated with regional plans prepared by Metroplan.

6. All new subdivision plats shall conform to the Master Street Plan unless the plan is formally revised by the Planning Commission.

7. The Cabot Subdivision Code will reflect the following standards.

Classification	R-O-W Width	Street Width	Sidewalks
Principal Arterial	70 – 90 Feet	60 – 90 Feet	Both
Minor Arterial	70 Feet	48 Feet	Both
Collector	60 Feet	36 Feet	Both
Local	50 Feet	27 Feet	One side

Landscape / Recreational Policies

1. The city will introduce neighborhood parks and sidewalks as a way for families to socialize within their communities.

2. The city will explore the possibility of having individual developments donate land for neighborhood use or make in-lieu-of contributions for future recreation facilities.

3. The city will encourage alternate means of transportation through the introduction of bike trails and pedestrian ways.

4. The city will encourage the maintenance of open space areas, particularly within flood-prone areas.

PLAN FEATURES

The plan map included with this document indicates general locations and type of land uses, transportation facilities and community facilities. The plan is not intended to locate these elements specifically or to serve as a legal document requiring strict compliance. That is to say that the plan is not a zoning ordinance nor does it provide for strict development regulations. It serves as a guide to the Planning Commission and City Council in pursuing growth policies and in making land use decisions.

There may be instances where actual zoning parcels are different from allocations shown on the plan map. In all instances, zoning parcels enacted by city ordinance will take precedence over information depicted on the plan map.

In making land use decisions, public officials are expected to form a rational basis for those decisions based on the general health, safety and welfare of the residents and property owners within the Planning Area Boundary. The plan helps form such a basis from which decisions are made. It should govern except in cases where unique conditions and overwhelming logic would demand otherwise. With the rapid growth and changing conditions within the Cabot Planning Area, it should constitute a living document that can be amended as the situation demands.

The majority of land within the Planning Area Boundary is designated for low density residential. This is intended as development of no greater than 3.5 dwellings per acre. Development at densities greater than this should be approved only after careful study of the potential impact on traffic and public services.

Transportation elements provide the optimum classification and use of public facilities. It is not feasible that the City of Cabot can upgrade all traffic corridors to the classification indicated. The classifications on the plan should serve as a guide to the level of service that will be required of the various streets, however, and land use decisions can be made accordingly. A recommended bike path and pedestrian system serves as a guide to non-vehicular methods of transportation. The plan illustrates a general circulation system; the actual location of facilities will depend upon individual development proposals and availability of public funding.

Map in Survey Book
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CERTIFICATE OF RECORD
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97/26/2007 02:33:24 PM
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LONOKE COUNTY
DEBORAH OGLESBY CIRCUIT CLERK
Fees \$56.00
BY S. Bartley D.C.